

## **Steering Committee Meeting Scenic and Recreational Highways Plan Update**

July 15, 2009  
1:00pm to 4:00pm  
WSDOT Headquarters  
310 Maple Park Ave SE, Capital Conference Room  
Olympia, WA 98504

### **Meeting Summary**

#### **Attendance**

##### **Steering Committee Members in Attendance:**

Dianne Croal, National Park Service  
Jim Eychaner, Washington State Recreation and Conservation Office  
Hugo Florez, Washington State Department of Natural Resources  
Anne Fritzel, Office of Growth Management, Washington State Department of Commerce  
Betsy Grabel, Office of Tourism, Washington State Department of Commerce  
Ruth Harvey, Association of Washington Counties  
Maree Lerchen, Local Byway Group Representative  
Dean Moberg FHWA  
Annette Nesse, Tribal Transportation Planning Organization  
Paul Parker, Washington State Transportation Commission  
Randy Person, Washington State Parks  
Paula Reeves, WSDOT Highways and Local Programs  
Rosemary Siipola, MPO/RTPO Coordinating Committee

##### **Steering Committee Members Absent:**

Association of Washington Cities  
Cascade Bicycle Club  
State Department of Archeology and Historic Preservation

##### **Other Interested Parties in Attendance:**

Tim Alling, Private Citizen Representing Couliee Corridor Scenic Byway  
Greg Arnold, Makah Tribe  
Victoria Arsenia, Northwest Tribal Tourism/Pacific Coast Scenic Byway  
Megan Beeby, WSDOT Tribal Liaison  
Ann Briggs, WSDOT Communications Office  
Aaron Butters, WSDOT Highways and Local Programs  
Vicky Cummings, Grays Harbor Council of Governments Representing Hidden Coast Scenic Byway  
Ann Dunphy, National Forest Service  
Ken Gaylor, Private Citizen Representing Couliee Corridor Scenic Byway  
Carol Graham, Private Citizen Representing International Selkirk Loop  
Harry Hayter, Private Citizen  
Karl Herzog, WSDOT Strategic Assessment Office  
Tim Homann, Skamania County  
Leslie Johnson, Squaxin Island Tribe/Pacific Coast Scenic Byway  
Ryan Karlson, Washington State Parks  
Carole MacDonald, Private Citizen Representing Mt. Baker Scenic Byway  
Adele McCormick, WSDOT Planning Office  
Jennifer Meisner, Washington Trust for Historic Preservation  
Mary Kay Nelson, Private Citizen Representing White Pass Scenic Byway  
Chris Parsons, Washington State Parks  
Christian Pond, King County  
Nancy Trucano, Private Citizen Representing Cascade Loop  
Mary Hayter, Private Citizen  
Jim Sayce, Private Citizen Representing Lewis and Clark Trail  
Sharon Zimmerman, WSDOT

## Introduction

Paula Reeves, WSDOT, called the meeting to order and gave a background presentation on Washington's Scenic and Recreational Highways Plan Update including requirements, timeline and content of the State statutes. Paul Parker, Washington State Transportation Commission, gave a background presentation on Washington's Transportation Plan and how the Scenic and Recreational Highways Plan fits into this broader plan. Karl Herzog, WSDOT, discussed goals and performance measures, what they are and why they are important. Charlotte Claybrooke, WSDOT, discussed the data that WSDOT intends to collect as part of this Plan Update process.

Presentation materials are available on the Plan Update website:

<http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/BywaysPlan.htm>

## Discussion

Following the presentation, meeting attendees spent the majority of the meeting discussing questions and concerns. The following is a summary of the key points and questions from the discussion. To receive a full transcript of the meeting contact the State Scenic Byway Program at 360-705-7258 or email [Reevesp@wsdot.wa.gov](mailto:Reevesp@wsdot.wa.gov).

### Key points and questions:

*What is the difference between the State Scenic and Recreational Highway System and the National Scenic Byway Grant Program?*

The State Scenic and Recreational Highway System is not connected to the National Scenic Byways Grant Program with one exception, a byway has to be recognized in State law to become a National Scenic Byway. Once a byway is designated as a National Scenic Byway, it becomes eligible to apply for National Scenic Byway grants. Other byways designated in State law are also eligible for the National Scenic Byway grants.

*Include marketing efforts, signage, tourism traffic measures, lodging, and retail sales tax as inputs into the Plan Update.*

*There is a lot of information in local byway plans.*

*The Steering Committee only has 2 local byway group representative. The concern is that the Steering Committee will not represent the needs/issues/concerns/priorities of the local byway representatives.*

*There is a need to create a common denominator between the state program and the local programs so they are measuring the same things.*

*The state is diverse. The Plan Update should address all the different parts of the state. Consider holding more public meetings around the state.*

*The process seems very top down rather than bottom up. The concern is that citizens representing the individual byways won't have a strong enough voice in the process.*

*As part of the Plan Update, develop an inventory of existing conditions and threats to the different sections of byways to give a snapshot in time of what is currently on the system. Then, develop a strategy to develop and maintain the system. Use the expertise of people who are participating in the process.*

*There are existing transportation elements of comprehensive plans and other plans that should be incorporated into this Plan Update.*

*One goal should be the creation of a standard measure of tourism traffic.*

*The Scenic Byway Program is a marketing and awareness effort. It is not about what is on the ground or transportation.*

*The local byway representatives should form an alliance.*

*Someone from the Governor's Office and the Transportation Commission should be involved in this process to avoid surprises.*

*There is a lot of discussion about measuring facts and there should be more discussion about unmeasurable benefits. Like the idea sharing through workshops.*

*WSDOT could help with developing standard plans for vehicle pull outs.*

*Concerned about the timeline.*

*Does the Legislature have to approve the Plan Update?*

*-No, WSDOT's Secretary Paula Hammond signs off on the Plan Update.*

*How do the Local Scenic Byway Plans connect to City and County Comprehensive Plans and Regional Transportation Plans?*

*This is an opportunity for improved coordination and connection.*

*Will some byways be de-designated as part of this process?*

*It is very unlikely that supported byways would be de-designated. There is an opportunity to ensure that the sections of state highway that are identified in the State Law are accurate.*

*Need to create better and bigger maps.*

*Develop a graphic that shows the inter-relationships between the State Scenic and Recreational Highway System and the Byways that are eligible for the National Scenic Byway grants.*

*The National Scenic Byway grant program is the only source of funding for certain work. Local byway representatives need to continue to have access and eligibility for these funds.*

*Please hold another Steering Committee Meeting in September.*